GRUMMAN plane news

Vol. 33, No. 22, Bethpage, N. Y., December 17, 1974

They're getting the winning habit . . . page 3

PRESIDENT'S REPORT

I believe in going where the Grumman action is, and my recent trip to the other side of the world was a dramatic reminder of how far away our Long Island designed and built products are actively serving our country. On Thanksgiving Day I returned with Butch Satterfield and Bob Watkins from a fast-moving, 12-day tour of the western Pacific that included seeing our Grumman aircraft operating from the carriers Enterprise and Midway in the South China Sea. Specifically, I went to the Far East to get a first-hand look at how well the newest member of our fighter family, the Tomcat, was doing in the real operational environment aboard the big nuclear carrier Enterprise. I am happy to report that the F-14 is performing in an outstanding fashion in all of its operational modes. To quote the guys that fly them, "It's a super machine."

The Enterprise is now on the third leg of its current deployment heading for Subic Bay in the Philippines. In the last two weeks, 312 operational day and night sorties were planned, of which 292 were actually flown (93.5%). This is an outstanding indication of the operational readiness of the Tomcat, particularly on its first deployment. Commanders John Thaubald and Joe Brantuas, skippers of VF-1 and VF-2, respectively, couldn't say enough good things about the F-14. Their confidence in its ability to do the job in any eventuality is unquestioned, and to quote Admiral Obie Oberg, Commander of Carrier Group Seven, "The Tomcat is approximately two years ahead of any previous first deployment of a new Navy aircraft of comparable sophistication."

Over and above the satisfaction I received in seeing the F-14 looking so good, I also took great pride in seeing our other airplane models operating from the carrier. With the A-6As, EA-6Bs, E-2Bs and KA-6Ds adding to the total carrier air group, there were more Grumman rudder pedals on the deck of the ship than any other company make. In short, the "Big E" is really Grummanized with the hardware from the Grumman Ironworks, and the squadron pilots are all anxiously looking forward to getting the new E-2Cs and A-6Es in the near future. Incidentally, both of these models are chalking up impressive records with the fleet, in particular the E-2C, which is currently on its first deployment aboard the USS Saratoga in the Mediterranean.

After a four-day visit with Admiral Oberg and Captain C. C. Smith of the Enterprise, we flew several hundred miles in a Grumman C-1A Trader and landed aboard the carrier Midway to meet with Rear Admiral Bob Coogan, Commander of Carrier Group Three. Although Midway has not received any F-14s as yet, our other Grumman airplanes onboard are playing a vital role in this carrier's operational readiness. The day we spent aboard the Midway talking to Captain Dick Schulte and the skippers of the A-6, EA-6A, and E-2B squadrons was most rewarding and again we received words of praise for the fine products we are delivering to the Navy. With their praise still ringing in my ears along with the parting words "Tell your people to keep them coming!", we were lifted off the Midway by helicopter and flown to Cubi Point in the Philippines where we started our trip back to the States. Enroute we visited with our Field Service representative, Walt Schnaderback, at Cubi and then moved on to Honolulu. In Honolulu we reviewed our Grumman activity in that area with Tom Lawrence and Vince Romeo, local Field Service representatives. We also met with Admiral Mickey Weisner, Commander in Chief, US Pacific Fleet, and Rear Admiral Howie Greer, Deputy Chief of Staff, Plans and Operations, CINCPACFLT. Incidentally, you might be interested in knowing that I managed to squeeze in a flight over Pearl Harbor and Ford Island with Tom Lawrence, and looking down from the air, I couldn't help but be moved by the remembrance of the histori-

(Continued on page 10)

Bethpage visit. **Tom Downey, U.S. Representative elect from West Islip, got a first-hand report on what's happening at Grumman recently from Grumman Corporation Chairman Clint Towl and Grumman Aerospace Chairman Joe Gavin. In this photo, the young Democratic legislator is shown with Vice President Jack Rettaliata (L) and Adrian Hersey (R), leadman of Canopy Assembly, during tour of F-14 line at Plant 1. (Photo by Harry Prodromides)**

Get $14.5 million Navy contract to develop A-6 weapons trainer

On November 15 Grumman signed a $14.5 million contract with the Navy for development and construction of a Weapons System Trainer for the A-6E Intruder. The contract marks the first trainer award won competitively by Grumman from the Naval Training Equipment Center in Orlando, Fla.

Under the terms of last month's award Grumman will produce two or more trainers for the Navy, one for the Naval Air Station at Oceana, Virginia, the other for NAS Whitbey Island, Washington, and one trainer for the Marines at Cherry Point, North Carolina. The first trainer will be delivered to Oceana in about two years, according to Sam Greenberg, marketing manager, Training Systems Department.

The A-6E Weapons System Trainer will use state-of-the-art technology to provide transition training for pilots and bombardier/navigators, integrated crew training, and maintenance of flight and weapons system proficiency. The trainer will consist of a two-place cockpit section tied into a computer system that will provide simulated instrument readings for the pilot and bombardier/navigator. It will also feature simulated control "feel" and hydraulically induced changes in the cockpit attitude including yaw, pitch and roll, and "G" forces.

"The Weapons System Trainer for the A-6E will be one of the most sophisticated and capable systems to date," says Greenberg. The trainer will include a digital landmass simulator which will reproduce on the trainer's radar screen representations of different geographic as well as cultural (cities, airfields, etc.) configurations that the bombardier/navigator might encounter in service. It will be capable of training pilots and bombardier/navigators for joint tactical missions, that is, operating in conjunction with other aircraft.

Says Tom Carpenter, Program Manager, A-6E Weapons System Trainer, "The trainer field is gaining increased importance due to the far higher fuel costs for flight training and

(Continued on page 9)

plane GRUMMAN news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

Manager, Internal Communications
Brian Masterson

Associate Editor
Michael M. Smith

Editorial Assistant
Kathy Housley

Telephone
Plane News: 3293
Plane News from outside line:
LR 5-3293

Zahra-Lindsay do it again—collect top idea award

It's an instant replay: Jim Lindsay and Frank Zahra of Pre-Flight, Plant 7, have captured the top employee suggestion award for the second month in-a-row. Last month, the "midas-touch" duo shared $2,350 in U. S. Savings Bonds, and now, for the second straight month, they find themselves on top of the list again — this time splitting $1,900 in bonds.

This month, their award winning idea was to install F-14 survival kits and parachutes prior to the first flight to avoid repetitive damage. Previously, the items were installed at the same time as the ejection seat, which resulted in having to replace an average of 1½ units per aircraft due to damage.

Are Lindsay and Zahra just on a "lucky streak" or do they really possess a winning formula?

Jim Lindsay and Frank Zahra say they approach the Employee Suggestion "game" with the same basic philosophy as the N. Y. Lottery: "If you buy one ticket the chances of winning are slim. . . . but if you buy 50 tickets, your odds are better." Using the same philosophy at work, they have set a goal for themselves each year: to submit at least 30 ideas between them a year. Over the past three years, this "plan" has netted them over $7,700 combined . . . not to mention, of course, how much money it has saved Grumman through the many job improvements they have been able to incorporate in the Pre-Flight department.

With their overnight fame, Zahra and Lindsay have become experts on how to submit that winning idea.

"Many times the biggest problem you run against is that the reviewer doesn't understand your idea," says Zahra. "You know it's a great idea . . . you can explain it orally with the visible working components in your hand . . . you've thought of every possible angle to approach the problem . . . but when you sit down and fill out the suggestion form, it isn't quite that easy to convey your idea in writing." What do you do about it?

"To ensure the best possible chance of your idea winning approval and dollar awards, nail it down with all the necessary details," suggests Zahra. His co-worker Lindsay adds, "Get all the facts you can about your idea. Take into consideration how you and your co-workers and the company can benefit from your suggestion. Before someone evaluates your idea, look it over yourself. Check every angle, be critical, ask yourself is it practical?"

Zahra perhaps wraps it up best by saying, "Approach your suggestion as if it were on trial. Cover every detail, and write it down. If you do have trouble expressing yourself verbally . . . ask your supervisor, leadman, foreman, and co-workers for help."

You might ask: once you have a great idea and submit it on the employee suggestion form, what do you do — wait? "Follow your idea around," says Lindsay, "be a nuisance if you really believe in it."

And, should your idea be rejected, "Try to find out why your suggestion will not be adopted. Follow it through. You are entitled to an explanation. Talk to your leadman and foreman, and see if he can do a little investigating for you . . . then you can learn how to cope with your next idea better," comments Zahra.

Both two-time top award winners agree: "Don't be discouraged by rejections. Whatever you do, don't give up on finding new improvements on your job and submitting them. If you do, you'll be cutting your own throat."

After winning their second "top award" for the month in a row, how do the others in their area feel about their accomplishments? "The general feeling is that if they can do it so can we. Not just in our area in Hangar 3 but we hear it's happening in many areas: there has been a run on employee suggestion forms," says Lindsay. Co-partner in submitting job improvements, Zahra pointed out the additional benefits of employee suggestions; "Besides receiving the bond awards, you also get a personal satisfaction of knowing you can control your own job area . . . and help the company and your fellow workers, too."

Frank Zahra and Jim Lindsay

What do they plan on doing with their growing bond awards? In the last issue of Plane News, Jim Lindsay said he and his wife were going to Las Vegas. His new bond award will go towards bringing him back home. Jim added in jest, "Frank's son is going to college, and if his father keeps winning those awards at this rate, he may just end up going on for a doctorate."

It's inevitable that Grumman hasn't heard the last from the Zahra-Lindsay duo. "Give us and our fellow workers a few more months and we in Hangar 3 in Plant 7 are going to be the top suggesters in the company." A heavy commitment but they already have the foundation to build on.

The people in the Thermo-Heat Labs in Plant 14 couldn't wait to tell Dominic Visgelie that he had just been awarded $1,625 in bonds for a suggestion he submitted this past summer. So, they called him at his home in Hicksville where he had been con-

(Continued on page 10)

Dominic Visgelie

Mike Mascia Jr.

Two in 'top 10' chart

The Zahra-Lindsay combo had better look behind them: Wally Kondratowicz of Measurements Standards Lab in Plant 6 has managed to place two of his ideas in the 'top-ten' this month. He received $1,250 for suggesting the development of a field-effect transistor tester to reduce trouble shooting time on electronic test equipment. And he also won the number eight bond award with fellow worker, George Wachsmuth. They share a $1,000 bond.

Wally recalls how he came upon his award-winning idea. "It was an absolute hassle trying to test these little field-test resistors with the available equipment. So on the side, I started working on a tester. I experimented with it and before long, I had a reliable one. The rest of the guys in the department encouraged me to submit my idea to the suggestion office." And sure enough, a few months later (he submitted the suggestion in August), Wally was notified of his award.

A Grummanite for over 10 years,

Wally Kondratowicz

Wally is also a veteran in submitting employee suggestions — he's had 10 approved. Thus far his earnings have amounted to $1,975 in bonds. Wally plans to invest some of his recent awards in his favorite hobby—coin collecting — and the remainder will go toward building a retirement home on land he has purchased in New Hampshire.

Field assignment. Carry Spier, who was first engineering co-op participant at Grumman, finds Field Service engineering offers travel, challenge, and diversity of assignments. (Photo by Dick Sander)

Spier finds Field Service offers challenging career

Carolyn (Carry) Spier is a woman working in a world of men at the Naval Air Station at Norfolk, Va., but to hear her tell it, there's nothing unusual about the situation. In fact, Carry, the first female field service engineer for Grumman Aerospace Corporation, believes that with a little more encouragement from others and a willingness to "dig in and get their hands dirty with hardware," many more women could qualify for the assignment.

She got started that way. It was 1962, the year following President John Kennedy's decision to commit America to the goal of landing a man on the moon and returning him safely to earth by the end of the decade . . . and at Levittown High School on Long Island, Carry Spier and her ninth-grade classmates were wondering what the future held for them. She remembers it well. The talk those days was about careers . . . but when she heard what most of her girl friends were considering — teacher, secretary, bank clerk, beautician — "I knew I wanted something different than that."

She admits that the national headlines and the excitement surrounding the Apollo project did help draw her interest toward engineering. But before she made a final decision, she decided to take an introductory course in electronic technology. From the moment she stepped into that electronics shop, she recalls, "It was straight on down the road; I didn't veer at all."

Being the only girl in that high school shop course didn't bother her either. "My mother tried to instill in us the philosophy that a person should never refrain from doing something for fear of failure or because 'it might not look right.' I had no pre-conditioning; and since then I've found that very few jobs have phsyical pre-requisites that would automatically eliminate me (Carry stands five foot and weighs about 100 pounds). I feel I can do just about anything my talents will allow."

During her freshman year in college, in 1966, Carry was offered the chance to become the first co-op student ever hired by Grumman. She jumped at the opportunity. Grumman at that time was in the midst of a giant undertaking for the National Aeronautics and Space Administration to design, build, test, and launch checkout the Lunar Module that would carry two men to the surface of the moon, lift them off following their lunar stay, and return them to a "mother" spacecraft for their trip back to earth. What better place could an aspiring engineer get a start.

Since she had experience in electronic technology, Carry began her first co-op tour at Grumman as a bench electrician, and each year she returned she was given more difficult and more responsible tasks. "Grumman was very, very good to me . . . they always made sure I got interesting assignments." One of the most fascinating was in the flight-control integration laboratory, a computer-controlled simulator that recreated the lunar environment so perfectly and the various flight characteristics of the Lunar Module so exactly it allowed astronauts to practice flying to and landing on the moon . . . without ever leaving the ground. In a way it was an introduction to another world for Carry, too. While working in the lab she met such visitors as Charles Lindbergh, Walter Cronkite, many of the astronauts . . . "just about everybody."

Carving out career

When Carry graduated from Rensselaer Polytechnic Institute in 1969 with a degree in electrical engineering, she discovered many of her female counterparts were having trouble getting placed. Their interests were more in pure science and math and that type of job was getting more difficult to find. But Carry, who had acquired a wealth of practical hardware and engineering experience during her co-op years, returned to Grumman and began carving out a challenging and changing career for herself.

Although she was back at the same old stand—the flight simulation lab—Carry was now immersed in a new and challenging assignments, programming a down-link computer that gathered, sorted, analyzed, and displayed critical flight data being flashed back to earth by the lunar lander. That stint led her to still another challenging assignment on a new fighter program — "They were having technical difficulties with an air-data computer, a device that gathers outside pressures from the ambient atmosphere, assesses the data, computes and digitally displays such information as air speed, altitude, etc., and then processes the information into the plane's automatic pilot." Carry devised her own language to simulate the air-data computer, converted it to FORTRAN and ran the program through an IBM 360 to locate the trouble.

Now she felt she had the best of both worlds — hardware and software (computer programming) experience.

When field service began a search for an engineer specially qualified in air-data computers, Carry was asked to go on the road to represent Grumman with its customers and its subcontractors. "It came at a perfect

(Continued on page 7)

More tips on energy saving

The following energy-saving hints for winter are supplied by Odd Sangesland, project manager of the Grumman In-house Energy Conservation Program. Upcoming issues of of the Plane News will feature additional home energy-saving hints.

A good portion of any home electric bill can be traced to the multitude of home appliances we all depend on. Saving money on your appliances begins at the beginning—in your friendly neighborhood appliance store. Choosing the least expensive appliance may not mean the one with the lowest sticker price.

Televisions — Buy a solid state T.V. They use much less electricity than the conventional tube models. Beware of instant-on televisions, these are always drawing electricity even when you think they are shut off.

Electric heaters — Very expensive way to heat. They make sense only in special applications where they are turned on for a few minutes at a time, such as heat lamps or fan heaters in bathrooms (when this type of heater is used, install with an automatic timer).

Refrigerators — Frost-free refrigerators are very expensive to run. They have electric heaters inside the door to keep the seal warm, thus taking even more power to keep the unit cool. If you must get a frost-free model remember the electric cost over the life of the refrigerator is more than the cost of the refrigerator. You can find models with an energy-saver switch that allows you to shut off the door heater in the colder months. The heater can be turned on for the humid summer months to prevent frost building up around the door seal.

Humidifiers — These are no energy savers. Don't believe the advertisments that state by raising the relative humidity to 30% in the winter you can lower the room temperature 1° for a 3% fuel savings. The problem is you have to add energy to evaporate water to raise the humidity of all the cold air getting into the house. The net effect is that most humidifiers consume more energy than they save.

If you do buy a humidifier do it for the comfort it provides, not for any energy savings.

D. Pellegrino | S. G. Fletcher | S. J. Choinski | G. A. Miller

R. Williams | J. R. Goldzung | D. A. McCloughan | W. E. Soper

E. P. MacLeod | G. E. Smith | R. P. Newell

Grumman gets 'thank you'

When Bob Kennelly (2nd L), sales manager for Blackfeet Indian Writing Company, visited Bethpage recently he brought with him a personal thank-you — Tsee-Ook-Ta-See-Tuki — from Earl Old Person, chairman of the Blackfeet Indian Tribal Council, to deliver to Grumman for its help in supporting Blackfeet self-help activities. On hand to receive the commendation were (L to R) John Monahan, director of Central Purchasing; Ernest Simpson, manager of Minority Business Enterprise Development Program; Jean Esquerre, assistant to the President and Grumman Aerospace Board member; and Harry Fiegerman, Purchasing buyer.

service milestones

35

John J. Zawyrucha, Insp. - Mechanical (1)
Eugene Mancuso, Prototype (2)
John Shkira, Plant Stores (4)

30

George J. Wallace, Sub. Assy. (1)
Paul W. Giwoyna, Prod. Plt. - Mgmt. & Staff (1)
Andrew H. Gardner, Vehicle Prod. Engg. (1)
Natoli Milani, Router & Shear (2)
James Rygaylo, Spotweld (2)
Walter Michocki, Prototype (2)
George E. Ryder Jr., Prod. Plt. - Mgmt. & Staff (3)
Peter J. McCormick, Plant Store (3)
Henry M. Butehorn, Maint. Rearrangement (3)
Edward A. Minder, Final Assy. Struct. (4)
Joseph S. Thom, Prod. Plt. - Mgmt. & Staff (5)
Eugene F. Baird, Engg. Sciences & Tech. (5)
Thomas J. Czaplijski, Employee Services (6)
John S. Arichiello, Production Control (6)
George V. Wagner, Sub. Assy. (27)
Emil E. Donolli, Prod. Ctl. - Parts Ctl. (27)
William E. Voorhest, Co-director, Opportunity Dev. (28)

25

Dominic Pellegrino, Major Assy. (1)
Samuel G. Fletcher, Program Mgmt. - F-14A (1)
Stanley J. Choinski, Steel Parts Assy. (2)
Gustave A. Miller, Assy. Meth. & Plng. (2)
Warren M. Lane, Optical Tool & Metrology (2)
Robert Williams, Food Service (2)
Joseph R. Goldzung, Q.C. Tech. Svces. (3)
Donald A. McCloughan, Proj. Engg. Veh-Tech. (5)
Walter E. Soper, Structures (6)
Edward P. MacLeod, Maintenance (12)
Gray E. Smith, Prog. Mgmt. - Space (25)
Raymond P. Newell, Hull Assy. (36)

20

Michael Carbone, Final Assembly (3)
Marcel L. Garnier, Maint. - Facl. Equip. & Gen. (5)
Raymond L. Mangan, Performance (5)
Fritz Blomback, Aero. Test (5)
Henry L. Henze, Mission & Sys. Anal. (5)
William J. Bollenback, Flight Data (7)
William Stokes, Hydraulics (14)
Walter M. Abele, Prod. Mfg. - Budgets (15)
Eleanor A. Dahl, Prod. Plt. - Mgmt. & Staff (27)
Lowell T. Byars, Aerodynamics Staff (34)
Ernest J. Eichler, Weight Optim. & Tech. Devel. (35)
Carmen J. Tarullo, Ind. Engg. - Crewload (36)
John P. Becker, P/S Servo Trng. Dev. Engg. (43)

15

Richard R. Pascucci, Prog. Planning & Control Budgets (4)
Edith L. Davis, Admin. Serv. Mgmt. & Staff (5)
Neal C. Comes, Estimating & Pricing (5)

List changes in assignments

Among recent appointments in Grumman Aerospace are:

MANUFACTURING OPERATIONS—Bill Going, director of Planning; Dick Patwell, deputy director of Planning; Fred Main, director of Manufacturing Technology.

GREAT RIVER OPERATIONS — Norm Reinertsen, deputy general manager; Joe Walker, director of Manufacturing; Al Schuckle, director of Material; John Klevanosky, director of Quality Control; Howard Peck, director of Engineering; Ken Walch, director of Resources and Administration; Bill Eager, Director of Operations Planning and Analysis.

OPERATIONS QUALITY — Tom Weiss, director, Quality Control; Frank Heuther, director, Quality Assurance; Ev Bennett, director, Quality Control (Bethpage); Len Harmon, manager, Corporate Skills Certification; George Wiesinger, director, Foreign Object Damage Prevention Program.

CORPORATE SYSTEMS — Tom Fessenden, manager, Technical Systems/Operations; Ron Bury, manager, Business/Industrial Systems; Joe Ullman, manager, Financial; Bob Service, manager, Executive Reporting.

RESOURCE CONTROL — Jim Bourne, director of Contracts; Bill Hettinger, director of Estimating/Pricing.

COMMERCIAL AND SPECIAL PRODUCTS - Jerry Goldmacher, program manager, IBM Contract.

'It takes the best to build the best'

Those words — "It takes the best to build the best" — appeared in a recent corporate advertisement that marked the delivery of F-14 No. 100 to the Navy. They express the feelings of Grumman Aerospace Board Chairman Joe Gavin, who composed them. At Calverton, these men and women, from day and night shifts, gathered for family portraits in front of target planes for 1974 — EA-6B (P-47); A-6E (M-76 and E-56), and F-14 (No. 113) — that were to be sold to the Navy by year's end.

At Bethpage (although a photo wasn't available), E-2C (A-19), target ship for 1974 year-end, was sold to the Navy from the Hawkeye line at Plant 4.

Though the people in the photos are from Calverton, there are a lot more, of course, who contributed to these planes . . . including those at Bethpage, Garden City, Glen Arm, Great River, Sterling, Stuart, Wyandanch, Houston, and a number of subcontractors.

Last year, the cry "You gotta believe" helped push Grumman toward its year-end deliveries. Perhaps Joe Gavin said it all for 1974; "It takes the best to build the best."

Photos by Gerry Costello

'Cream of the flock' here for traditional turkey day

Sometime last week a train left its depot in the San Joaquin Valley, California, for the long 3,000 mile haul to the East Coast. Aboard the train's nine railroad cars were some 28,000 first class passengers carried in air-conditioned (around 0 degrees) comfort to their rendezvous with thousands of hungry stomachs at Bethpage, Calverton, and other Grumman facilities in the Northeast.

Although Grumman's traditional Christmas turkey may seem an uncharacteristically home-spun touch for an aerospace firm, the season's present flock continues, like the rest of the company, to bear out the Grumman tradition of providing nothing but "top birds."

"The Grumman turkey crop is all hand-picked, cream of the flock, birds," says Director of Food Services Dick Kosse. "The birds are purchased live to our account mostly from the Poppey Turkey Co., the largest turkey cooperative in the world, and shipped direct to Long Island."

The turkeys arrive at Grumman a couple of weeks early (the shipment is scheduled for early arrival to insure against en route delays) and are kept in their freezer cars at Grumman's Bethpage siding for distribution to the various plants—except for one car that is sent on ahead to Calverton for distribution there.

On December 19, the day before T-Day, almost every piece of rolling stock available at Grumman is commandeered for the movement to the individual plants where the birds are distributed—boxed and ready-to-cook —to the more than 24,000 Grummanites at the end of their Friday shift. Happy holiday and bon appetit!

Finds challenging career

(Continued from page 4)

time," says Carry. "I wanted something different . . . I didn't want to become just a pencil pusher . . . I wanted to work with my hands. In field service, I found my home away from home."

"Home" became the Grumman office at the Naval Air Station, Alameda, Calif. Despite the mailing address, Carry Spier practically lived at the Singer Sunnyvale plant where she observed the design, fabrication, and operation of a video simulation system to be used in a tactics trainer for the E-2C Hawkeye, an advanced airborne early-warning aircraft that Grumman was developing for the Navy. After a year in California, she returned to Grumman's main manufacturing complex at Bethpage to complete work on the system and integrate it with tactics trainer hardware.

Since July, Carry has been situated in Norfolk where she is part of the Grumman Field Service team that is finishing up installation and checkout of the tactics trainer, a huge simulator with a computer at its heart, one that will enable Navy personnel to sharpen their combat tactics and operational skills on radar and communications equipment in the aircraft.

Being a woman on the road has been no problem — "Everybody's been very nice to me" — and the only drawback Carry's encountered is the interruption to her graduate studies. She's collected a number of credits toward a graduate degree in computer sciences but each new assignment has prevented her from settling down and collecting her diploma.

Whether she's tooling around in her Mercedes 280, occasionally taking a spin on a motorbike, philosophizing about life, or thinking about the pilot's license that she someday will acquire, Carry Spier presents as many interesting facets to her personality as she has added interesting phases to her career.

Though the hours are sometimes "gigantic," she really likes her job as an engineer. "I get to be very good at one specific field and then I move on to the next assignment and repeat that process. It's very rewarding."

Will there be more women in engineering? Carry leaves no doubt that women have the intellect — but she questions whether there are enough women who want to get involved in the hardware phase of the business. "Perhaps it's upbringing — women don't seem to want to handle equipment or fix it. I love it myself."

What does she do for recreation? "I enjoy sewing, knitting, and cooking; in fact, that's how I earned spending money at college."

And someday, she promises, she'll be flying in one of Grumman's planes, right along with some of the equipment she's helping to design and operate.

Carry Spier, a woman working in a world of men at the Naval Air Station in Norfolk, sees herself not as a female breaking down barriers— although she is — but as an individual. "I am myself. I do what I want to do, never to prove a point, but because I like to do it."

(The above article was scheduled to appear in the December issue of Business World for Women.)

Plant 56 machinist pens undersea war memoirs

"The Batfish crew, like those on all our submarines in World War II, lived in the closest confinement, and therefore the tightest companionship, of all our fighting men. . . . The submariner was not a pale, silent, dehydrated person, as he was often pictured. He was like any seagoing man: healthy, cocky, profane. He had plenty of time to shave and usually did . . . he was in his early twenties and if he was a really good submariner, he was an extrovert, a noisy cheerful guy. . . . There were no spare parts in a submarine's crew — each man was a cog in the wheel."

Hugh Lowder is an operator of a numerically-controlled milling machine on the F-14 program in Plant 56, but he also travels to the depths of the seas — in his spare moments he writes about submarines and the men who lived and fought in them, as he knew them.

Hugh Lowder

It is not just coincidence that the first of Hugh's books to be published would be about the famed *U.S.S. Batfish* — the "submarine killer submarine." During World War II, Hugh was assigned to the *Batfish* as a radio-radar-soundman. So, besides using U.S. Naval war records and the Japanese war files as reference, Hugh was able to use his own private diary and war time memories in undertaking this literary effort.

Hugh's first publication, *Submarine Batfish,* is a 32-page illustrated book on sale at the final resting grounds of the famed WWII sub, the Muskogee War Memorial Park in Oklahoma. According to Hugh, the book is actually an outline of the as yet unpublished book-length manuscript titled: *Submarine Killer Submarine.*

The Glen Arm submarine writer is presently working on two more books requested by and for the Muskogee War Memorial. He also plans on expanding his literary skills into the field of fiction. But for now he is concentrating on publishing his full length manuscripts about his experiences aboard the *USS Batfish.* The submarine is recorded in naval history books as the only submarine to sink three Japanese submarines—in three days, no less!

Perched behind a typewriter or working a 40-hour plus week on the F-14 isn't all that occupies his time, though. Hugh has returned to night school to study programming and numerical analysis at Essex College in Baltimore. Hugh hopes to take a vacation next spring to attend the official Memorial Day opening of the Muskogee War Memorial Park. Then he'll be able to walk — literally instead of mentally — through the *Batfish* once more.

More bond award winners . . .

(Continued from page 3)

$50 - Frank W. Abbondondolo and Robert L. Lentino, both of Sub-Assembly Major, Pl. 1; Richard B. Johnson, Harness, Pl. 44; Nickolas Apicella, Major Sub-Assembly, Pl. 1; Charles Randazzo and Anthony T. Natale, both of Fuselage Major Assembly, Pl. 1; James Wapniarski and Vincent Delia, both of Sub-Assembly Major, Pl. 1; John Duggan, and John Caramanica, both of Special Tooling Ops., Pl. 2; Arthur J. Burk and Joseph Moks Jr., both of Antennas and Radomes, Pl. 1; Joseph Pepe and Donald Avondolio, both of Electronics Packaging, Pl. 25; David Goldblum, Dante Sebastiano and Ronald Klein, all of Sub System-Reliability, Pl. 34; Timothy D. Swingler, William E. Meininger and John E. Redel, all of Machine Shop, Pl. 56; Edward Smyth, Sub-Assembly, Pl. 1; Francis N. Loiacono, Fuse. Sub-Assembly, Pl. 1; Frank Steininger, Fluids, Pl. 6; Charles Le Roux, Purchasing, Pl. 44; Francis N. Loiacono, Fuselage Sub-Assembly, Pl. 1; Domenic Pellegrino, Major Assembly, Pl. 1 (two $50 U.S. bonds); Robert A. Veitch, Struct. Des., Pl. 1; James Ohrtman, Process and Test Equipment, Pl. 30; Ernest L. Raulerson, Material Control, Pl. 77; Frank A. Rule, Sub-Assembly - Major, Pl. 1; Michael Teresko, Shop Loading, Pl. 2; Charles Krahn, Measurement Lab, Pl. 12; Benedict Trapani, Plastic/Plaster Tooling, Pl. 11; Anthony Lamberti, Hydraulics, Pl. 6; Charles Randazzo, Fuselage Sub-Assembly, Pl. 1; Harry R. Belsha Jr., Fuselage Assembly, Pl. 1; John Triolo Jr., Machine Shop, Pl. 3; Miles G. Merritt, Rec. & Stores, Pl. 17; Fred Heverly, Rec. & Stores, Pl. 17; Allan Mosak, Digital Engg., Pl. 35; Albert Simeone, Publications, Pl. 34; William Caniano, GSE Mechanical, Pl. 2.

$25 - Russell T. Ewers Jr. and Leonard A. Anderson Jr., Honeycomb Details, Pl. 3; William R. Mytko, Final Assembly, Pl. 1; John Transue, Ordnance, Pl. 6; Robert Mita, Ind. Engg., Pl. 3; Henry Farrar, Mfg. Engg., Pl. 3; Gerard Frese, Mat. & Proc. Engg., Pl. 3; Frank Bartlett, Mach. Engg., Pl. 1.

Certificate of Excellence - Charles C. Maffe, Meas. Stds. Lab. Pl. 12; James Smith, Purchasing, Pl. 30; Edward J. McCue, E2 Program Procurement, Pl. 15. Michael Grobeck, (3) Fuse. Sub-Assembly, Pl. 1 (now retired); Harold Naperstek, Fuse. Assembly, Pl. 1; Richard A. Migliorisi, Hydraulic, Pl. 2; John A. Caligiuri, Struct. Des., Pl. 25; Gerard Beaudoin, Q.C. Lab., Pl. 10; Paull Cesare, F-14/VDIG, Pl. 15; Joe Sardi, Drafting, Pl. 2; Carl Eden, Present. Serv., Pl. 5.

$25 - Albert Pilnacek and Vincent Matuza, both of Wing Final Assembly, Pl. 3; Peter Ackerman and Kenneth Rybakc, both of Config./Data Mgmt., Pl. 1; Russell Ewers Jr., and William H. Dunekack, both of Honeycomb, Pl. 3; Mitchell Dixon and Gennard Fermo, both of Fuse. Sub-Assemb., Pl. 1.

Certificate of Excellence - Joseph Newman, Special Tools and Methods, Pl. 2; John Turner, Admin. Ops., Pl. 12.

Salute veteran Intruder skipper

It takes a while to rack up a couple of thousand hours' time in any vehicle . . . and in a plane, it usually takes a lot longer. So when Cdr. Don Boecker reached the 2,000-hour flying mark in a Grumman A-6 Intruder recently it was time to call a halt—at least one long enough to present him with a special plaque commemorating the event. Boecker, skipper of VA-85, is shown with Grumman Field Service rep Dick Cronin (C) and his Executive Officer Lt. Cdr. Dick (Sweet Pea) Allen (L) receiving the award. The big moment came while Boecker and the A-6E squadron were aboard the USS Forrestal cruising in the Mediterranean during a recent deployment.

Not just a passing acquaintance . . .

Although Cdr. Dick Ilg isn't the most senior Intruder pilot in the Fleet, his 1,000 hours in the left seat of the Grumman A-6 is something more than a passing acquaintance with the all-weather attack plane. So when Ilg, who has been flying the Intruder for nearly five years, logged his 1,000th flight hour in the A-6 recently Grumman Field Service rep Rich Porter was at the ready — and so was a Navy photographer — with a special plaque to commemorate the event. Commander Ilg, a Naval Academy graduate who is skipper of VA-176 at the Naval Air Station, Oceana, Virginia, is a Vietnam air war vet with three cruises to the Western Pacific, and his citations include the Distinguished Flying Cross, Bronze Star, and Purple Heart.

Exhibit rainbow of talent at GAA Art-Photo show

Versatility — that was the password to the awards ceremony in the annual GAA-sponsored Art and Photography show. The show presented a broad spectrum of the artistic skills of Grummanites, including many retirees. There were 98 entries in the Art section, ranging from the exactness of a portrait to abstract interpretation of color and form. The Photographic half of the show drew 406 entries, including snapshots and black-and-white prints bordering on the abstract.

Sal Sciascia of Plant 34E Publications won this year's Grand Award in Art. Two Grand Awards were given in the Photography portion of the exhibit: top honor in Prints went to Richard Finchum, a technical illustrator in Plant 34C, and in color slides, Harold Dunayer of Optical Tool and Metrology, Plant 2. For the first time in the history of the GAA exhibit, the Grumman Retiree Club bestowed two Best-In-Show awards: in art, Arthur Grahame, and in photography, Paul Dillon.

Sal Sciascia won his award in the Art competition for his oil rendering of a rabbit eating lettuce in a cage. By using glazes and transparent eggtone oils, Sal was able to produce a backlit silhouette effect in his painting. The recipient of the $100 U. S. Savings Bond prize has been at the easel "on and off" for over 12 years. In his artistic endeavors in the oil medium, Sal tries to keep his composition simple, concentrating on lighting and details to set the mood. Unlike many oil painters, Sal works on only one canvas at a time. "I prefer to see one project through to the end," he says. "In the meantime, I fool around with pencil drawings while the oil dries."

Arthur Grahame became the first recipient of the Grand Award in Art for Grumman retirees for his watercolor entry of a late winter landscape of a lake surrounded by mountains. Floating on the lake are small ice cakes thus —the title: "Reluctant Icecakes." Art, who retired in 1961, says that much of this time is spent with palette and brush in hand. He prefers watercolor to other media because "it is much harder to achieve the effects you wish to exhibit in watercolor than in oils or acrylics." All his paintings are original — "they all come from my imagination" — not reproductions of photographs or calendars.

Richard Finchum has a collection of 14 cameras ranging from a mini-spy camera to one with a 5x7 inch image area. And as an outgrowth of his love of photography, "I take a camera with me no matter where I travel," says the Grand Award winner in Photography Prints. His award winning entry of a bicyclist racing, was one of many shots taken during a bicycle competition in the Smithhaven Mall one Sunday morning this past summer. Richard decided to process on graphics arts paper one of the many frames captured that morning. Eliminating the gray tones, the end product was a striking black-and-white print of a racing cyclist in still motion. Finchum has entered the Photo show eight times and has won in four categories, for a batting average of .500. He hopes to improve his average in next year's exhibit.

Last year's Grand Award winner in Prints, Harold Dunayer, proved his versatility by capturing the crown in color slides this year with an "egg yolk" sunrise over the waters at Rockport, Mass. In order to catch the break of day, Dunayer was at the waterfront at 5 a.m., waiting behind his tripod stand, and then started clicking away as the first sunrays emerged over the horizon until it was full daylight. A camera enthusiast for over 30 years, he has a long line of accomplishments in the GAA exhibits and in other photo shows across the Island. Harold has his own dark room where he develops and prints his own black and white negatives, and occasionally dabbles in color. Where does he go from here? "The competition is always keen in the GAA show . . . I'll be back again next year." Perhaps grabbing both Grand Awards, Harold?

Winners in the Art Show were:

Oil, Plastics, Acrylics - Landscape - Seascapes - (1) Vincent Skittone; (2) William Horton; (3) Marlene Comittano.

Oil, Plastics, Acrylics - Non-Objective, Abstract, Still Life, Misc. - (1) Peter Schumacher; (2) Kenneth Smith; (3) Carlos Paez.

Oil, Plastics, Acrylics - Figure, Portrait - (1) Miael Juppe; (2) Charles Edgette; (3) Kenneth Smith.

Oil, Plastics, Acrylics - Nature (animals, birds, etc.) - (1) Sal Sciascia; (2) Joseph Missbach, Jr., (3) Al Stern.

Water Color - (1) Kay O'Regan; (2) Peter Schumacher; (3) Curtis Dolderer.

Pastels - (1) Peter Piazza; (2) Muriel D. Currie; (3) Melanie Miller.

Black & White, Graphics, Etc. - (1) Linda Drasser; (2) Joe Gurney; (3) Paul Marino.

Sculpture - (1) Anthony Bambino; (2) Robert Chao; (3) Frank Finnerty.

Winners in the Photo Show were:

Black and White Prints - Scenes and Miscellaneous - (1) Richard Finchum; (2) Alan Agdern; (3) Joseph Sinicki.

Black and White Prints - Still Life and Abstracts - (1) Mark Rotter; (2) William Oelcher; (3) Harold Dunayer.

Black and White Prints - People and Human Interest - (1) Harold Wicker; (2) Abraham Schwartz; (3) MacIntosh Smith.

Black and White Prints - Animals and Nature - (1) Frank Bonino; (2) Harold Wicker; (3) Harold Dunayer.

Color Prints - Scenes and Miscellaneous - (1) Joseph Baran; (2) Mark Rotter; (3) John Steigmeir.

Color Prints - Still Life and Abstracts - (1) Richard Finchum; (2) Richard Gornik; (3) Willie Bishop.

Color Prints - People and Human Interest - (1) Emmett Goodman; (2) Mark Rotter; (3) Tom Lowe.

Color Prints - Animals and Nature - (1) Olaf Thiede; (2) Richard Finchum; (3) Joe Giordano.

Color Slides - Scenes and Miscellaneous - (1) Harold Dunayer; (2) Don Ryan; (3) Richard Morehard.

Color Slides - Still Life and Abstracts - (1) Edward Wittekind; (2) Pat Ogilvie; (3) William Moran.

Color Slides - People and Human Interest - (1) Bill Kiesel; (2) Joe Mellado; (3) Fred Weiss.

Color Slides - Animals and Nature - (1) Robert Baum; (2) Ed Wittekind; (3) Don Schoenhut.

Architecture - (1) Agnes Khul; (2) Richard Finchum; (3) Richard Gornik.

Snapshots - (1) Dolores Stierle; (2) Michael Baryk; (3) Anthony Zumpano.

Grand Award. Arthur Grahame (R) is congratulated by Vice President Larry Pierce, Chief Counsel for Grumman Corporation, on receiving the top honor for Grumman retirees in the Art show.

Developing A-6 weapons trainer

(Continued from page 2)

the need to reduce wear and tear on the aircraft." The trainer also improves to some extent on flight training. It can practice in-flight emergency procedures. Using the trainer, the pilot will be able to work on a single problem at a time, and repeat a given sequence when necessary (the trainer can make as many as 20 "landings" in one hour). The instructor will have more freedom to control the problem to freeze it at a certain point if he desires. "And," says Greenberg, "the penalty for a mistake is no more than a blush—not an accident."

As the trainer field expands, Grumman expects to pick more and more of the market, according to Carpenter. Future contracts that the company has set its sights on include the Orbiter Aeroflight Simulator for the aerodynamic flight portion of the Shuttle Orbiter, the F-14 Weapons Systems Trainer (in conjunction with Hughes Aircraft), and the EA-6B Weapons System Trainer. Says Greenberg: "We hope eventually to produce a full spectrum of trainers to support anyone's aircraft."

Sorry 'bout that

Joseph R. Willing of P/S Customer Orders and Receiving, Plant 30, exists only in the *Plane News* anniversary listings. But Josephine (Joan) R. Willing does exist. Due to a misreading of the computer run of those people marking service milestones in November, we misprinted her name. Sorry about that, Joan.

Islander tickets

Discount tickets — $6 seats for $4 —are now on sale at the Plant 30 GAA office for the Islanders-Toronto Maple Leafs hockey game slated for January 7.

OBITUARIES

GEORGE H. COZART of Fuselage Joining, Plant 27, died November 21 at the age of 61. He had been with Grumman since 1973 and lived at 47 Horseshoe Court, Amityville.

JOHN SCHERMIS of Measurements Standards Engineering, Plant 12, died November 21 at the age of 45. He had been with Grumman since 1965 and lived at 42 Union Avenue, Ronkonkoma.

BEATRICE PILKINGTON of Electrical Cable Fabrication, Plant 43, died November 21 at the age of 50. She had been with Grumman since 1973 and lived at 4 Lace Lane, Central Islip.

DAVID A. WELCH of Quality Control, Grumman Houston, died November 21 at the age of 59. He had been with Grumman since 1964 and lived at 1404 Ramada, Houston, Texas.

PETER AMEDEO of Reliability and Maintenance, Plant 1, died November 26 at the age of 64. He had been with Grumman since 1963 and lived at 848 Jerusalem Avenue, North Merrick.

FRANK CATALANOTTO of Food Services Accounting, Plant 2, died November 28 at the age of 51. He had been with Grumman since 1963 and lived at 218 12th St., West Babylon.

JAY G. GAINES of Q.C. Supplier Control, Plant 30, died December 8 at the age of 53. He had been with Grumman since 1955 and ilved at 75 Shore Road, E. Setauket.

WALTER H. PLEVA of Plant 77, who lived at 4033 Avalon Road, Stuart, Florida, died December 8 at the age of 47. He had been with Grumman since 1969.

PRESIDENT'S REPORT

(Continued from page 2)

cal event that took place there some 33 years ago. As many of our old-timers will recall, Grumman was having an open house in Plant 2 on that Sunday when the attack on Pearl Harbor occurred, and our Company then moved out and exploded into the activity that eventually produced over 25,000 Wildcats, Hellcats and Avengers that won the war in the air over the Pacific. The outlines of the remains of the battleship Arizona with some 1,200 entombed bodies can still be clearly seen through the water alongside Ford Island as a grim reminder of that unforgettable day.

On the long flight home from Hawaii my thoughts turned to the important job that still must be done to support our products in the fleet. It's not enough just to design and build the best aircraft for the Navy. We also have to follow through with quick and complete in-house response to the support needs of our products in the field. Operational readiness is the keystone of our naval air arm and we must make every effort to maximize this. Besides delivering trouble-free products to our customer, our efforts in the support world, repair-of-repairables, and spares supply must be quick and thorough. We are currently building four of the finest aircraft ever put into the Navy's inventory, and over and above that there are some seven other out-of-production aircraft models still actively being used in the fleet.

This all adds up to a heck of a lot of Grumman around the world in the service of our nation. Let's not only design them and build them, let's keep them flying!

On receiving end. President George Skurla chats with Lt. Cdr. Kurt Strauss of VF-1 about F-14 operations aboard the Enterprise.

Parlay time-saving suggestions into share of rich bond bonanza

(Continued from page 3)

valescing since his October operation. He was due to report for a medical okay the next Monday, but his co-workers decided the good news had to be spread to the beneficiary so they called him on the phone.

As Dom recalls, "They asked me if I was sitting down, and then they said, 'Well, you've just been awarded $1,625'. I thought they were kidding around. I just couldn't believe it . . . so much bad news over the past three years with numerous operations, and the long dreaded convalescing at home. Good news . . . it was most welcomed."

A seasoned veteran with 11 approved suggestions over the past nine years at Grumman, Dom suggested a method that utilized a tool to dimple the spacing requirements on the artery screens for heat pipes. Dom's suggestion reduced the fabrication time from 100 hours to 25 hours per unit. A technician and former watchmaker, Dom says "You shouldn't hold back a suggestion just because you think it may be in the area of your job responsibility." (The Suggestion Awards committee will determine that fact and the proper amount of awards.)

Rich ideas

Mike Mascia Jr. has worked at Grumman for over a decade in the Hydraulics department in Plant 2, but has never submitted an employee suggestion. Then, in June of this year, after a little prodding from his co-workers and leadman, Mike finally decided to submit a "G799" (employee suggestion form). And his first venture into the suggestion world netted him $1,600 in U. S. Savings Bonds

During the past year in Plant 2, "There has been a big push on encouraging everyone to submit their ideas on how to improve their job," says Mike. "Now that I look back, there have been many times that the guys—including myself—have found ways to incorporate time- and cost-saving improvements on their job, but never have thought of writing it down on paper."

Now that Mike has entered the suggestion ranks — and the big-time winning ranks at that — he is an avid believer in the employee suggestion system. Talking about suggestions with his fellow workers, Mike has come to the conclusion that "most ideas are staring you right in the face. In my area, many job improvement ideas reap triple rewards; safety improvements, plus reductions in cost and time."

But his suggestion of combining 14 F-14 tubing assemblies into seven tubing details to eliminate unnecessary cutting and brazing has produced a personal problem: what to do with his $1,600 reward. "As in any 'business deal'," Mike says jokingly, "my wife and I will split the bond award . . . 60-40." But after a little more thought he admits, "I'd love to put the bonds toward a new boat, too." Mike Mascia has found an answer to his new dilemma, "I'm working on a few more ideas."

On target. When F-14 No. 138 fuselage left Plant 1 recently it drew a crowd of well-wishers who said their goodbyes knowing that F-14 No. 139, scheduled to be delivered from Plant 1 to Calverton tomorrow, Dec. 18, would enable them to hit their target plant for 1974. F-14 No. 135, the first 'money maker' in the new Tomcat contract, was delivered to Calverton for final assembly several weeks ago. (Photo by Jim Wagner)

Calendar

Notice of events for period Jan. 10 to Jan. 23 should reach Plane News by Jan. 2.

Amateur Radio Club: Wed., Dec. 18, 5 p.m., radio shack, roof of Pl. 5; Christmas party; guests welcome. Emmett Goodman, Ext. 87125.

American Production & Inventory Control Society: Tues., Dec. 17, 6 p.m., Kings Grant Inn, Plainview; "Significance of Management Reports'; guest speaker: Raymond Flanigan - British American Cosmetics; guests welcome. Norm Heilweil, Ext. 1366.

Coin Club (Bethpage): Every Wed., 12:05 p.m., vendor conference rooms, Pl. 25; informal lunch-time meeting. Ken Hale, Ext. 1631.

Coin Club (Calverton): Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; guests welcome. J. Kruessling, Ext. 281.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 7541.

Grumman Family Campers: Sun., Jan. 5, 5 p.m., Pl. 3 cafe; reg. monthly meeting & special childrens meeting. Earl Schroeder, Ext. 1923.

Rod and Gun Club: Every Tues., 6-8 p.m., Colonial Range, Gardiners Ave., Levittown; every Thurs., 6-10 p.m., Old Bethpage Range, W. Babylon; every Fri., 6-8:30 p.m., Marine Headquarters Range, Stewart Ave., Garden City; practice & matches; open to all Grummanites, call GAA for information.

Ski Club: Wed., Dec. 18, 8:30 p.m.; Holiday Manor, Bethpage; skiing, social activities; guests welcome. D. A. Petresky, Ext. 6466.

Personal

I wish to express my deepest appreciation to all those who were so kind and understanding at the time of my wife Madeline's death and who helped me during my hours of sadness and misfortune. Adam Schubert

Big shots. GAA director Bob Benn (L) congratulates the Grumman Rod and Gun Club 'A' team on placing sixth nationally out of 57 entries in the 1974 National Industrial Recreation Association pistol matches. Members of the winning team are (L-R): Ron Trenkner, Charles Nauss, Nick Evangelides, and Phil Boehm. (Photo by Larry Van Wallendael)

Grumman A's rank sixth in NIRA pistol match

A few months ago, the Grumman Rod and Gun Club received an invitation from the National Industrial Recreation Association (NIRA) to compete in the 1974 Pistol Postal Matches. Members of the Grumman pistol teams went down to their local pistol range, fired their rounds, and sent in their scores by U.S. Mail to the NIRA headquarters in Washington, D. C. Several months followed, and finally in mid-November the good news arrived: the Grumman "A" team composed of Phil Boehm, Nick Evangelides, Charlie Nauss, and Ron Trenkner had placed sixth nationally out of 57 industrial team entries.

It's always great to win as a team, but the select foursome also rated individually in the national postal matches. In the .22 caliber pistol division, Evangelides fired his way into 21st place nationally. And on the regional level, Nauss placed 14th. In the precision air pistol regional competition, Boehm finished first, while his fellow teammate Trenkner was right behind placing second.

On the local scene

On the local Industrial circuit, the Grumman "B" squad aimed straight for the heart of the Center Island Rifle and Gun Club, downing them, 995-886. Firepower was evenly distributed among the Grummanites: Ray Nordmark, 256; Mort Weinberg, 248; Bill Peterson, 246; and Doug Crooks, 245. The "Bs" now stand at 2-0 in the marksman division.

In the sharpshooter division, the Gold pistoliers fell to Pan Am "B" team, 1067-1099, evening their record at 1-1. Myron Goldfeder was top sharpshooter with 274.

What better way to open the season than to win two matches back-to-back. The Grumman International Center Fire team did just that. In their first contest, the pistoliers beat Center Island Rifle and Pistol Club, 1047-856. Top shooters were Boehm, 273; and Edide Kovacs, 262. In their second match, they defeated Kollsman Instrument 1055-946. This time, Kovacs was top gun with 272; and Boehm shot 271.

The Grumman "D" squad slaughtered Brookhaven Lab, 1082-493. Firepower was evenly distributed among the "Ds": Berka, 281; Dave Rice, 270; Jim Dinan, 266; and Greg Criscione, 266.

Jim Dinan, mainstay on the Grumman Center Fire team, fired 274, and led his team to victory over the Brentwood Sportsmen, 1066-932 in the South Shore league. Other members of the undefeated squad are Berka, 268; Dave Rice, 268; and Boehm, 256.

Varsity roll-offs

The men's bowling varsity roll-offs are set to begin Saturday, January 11, *not* the 18th as previously announced in the last issue of *Plane News*. Entry deadline for both men's and women's varsity trials is this Friday, December 20. Call Herb Mahoney in the GAA office on Ext. 2113 or 2269 for further information.

Double eagle

On Saturday, November 9, Don Bostrum shot a double eagle on the par-5 eleventh hole of the Crab Meadow C. C. Using a four wood on his second stroke, he drove the ball into the cup of the 485 yard hole. Don, who works in Quality Engineering, Plant 6, had plenty to talk about at work the following Monday morning.

105 keglers win turkeys in annual GAA contest

Keglers in GAA-sanctioned leagues found a way to beat the inflation pinch: 105 lucky bowlers won turkeys for their Thanksgiving dinners by outshooting league members in the annual GAA sweeps.

The pressures of vying for a free bird proved too great for many keglers as they "choked." But those lucky few who broke the wishbone received a free meal-ticket.

Of course, as in all competitions, there were the superstars in the running for gobbler prizes. For instance, John Lang of the Blue league, shot 202-204-223-629. His league average is 146, and after his handicap was added, no one could reach his score of 730. Or, how about Ted Lohse of the Classic league. He spilled the pins for 241 high scratch game.

Three or four turkeys were awarded in each league depending on the number of bowlers. Two or three birds go to high handicap series, and the other gobbler goes to the kegler rolling high scratch game for the night.

This year's lucky winners were: *Blue Mixed* - Pat Giovannelli, Tom Wood, Paul Olenick. *Bearcat Mixed* - Phil Scinto, Joe Cerreta, Joe Friscia. *Century Mixed* - Marylyn Cozzette, Helen Miller (233), Bill Kallansrude, Mike Viafora (203). *Gold Mixed* - Edna Genega, Bob Locke, Art Seeberger (216). *Hawkeye Mixed* - Bob Matzuga, Donna Kriss, Lou Willen. *Hawkeye Mixed* - Lee Newcombe (201), Tammy Guiliano, Joe Grant (233), Bob King. *Just-for-Fun* - Mary Mickol, Joan Reid, Dee Davis.

Great River Nite Owls - Willie Mae Carr, Linda Kitchings, Guy Austin, Mel Ike (214). *Monday Mixed* - Lee Greey, Lynn Greey, George Fowler (220). *Outsiders* - Rocky Marciano, Shirley Frizzel, Heinz Rossteuscher. *Pubs Mixed* - Connie D'Agostino, Pat Steimle, Paul Coronata, Pete Shaughnesy. *Patchogue Mixed* - Dick Lindstrom, Olga Campbell, Ruth Wheat, Gene Burgess (220). *Syosset Mixed* - John Acompora, Allan Kane, Monica Wojtyniak, Rita Mathia. *Woodbury Mixed* - Pat Stefanowicz, Martha Juppe, Gene McGrellis, Tom Szwejkowski (212).

And the winners in the men's bowling leagues: *Aerospace* - Charles Cammer (233). Bill McKinnon, Bob Moorehead, Judge Locke (215). *Brown* - Ed Hoffman, Len Robbins, George Samiluk. *Black* - John O'Hanley (215), Joe Aquilino (216), Bob Klussman (235). *Blue* - John Lang, Mike DeAngelo (210), Ira Steifel (213). *Classic* - Don Voigt (220), Nick Corvelli, Ted Lohse. *Classified* - Charles Kamp (209), John Cezniak (206), Nat Lazzara (223), Jack Tilford (219).

Great River - Bill Mazone (211-214), Chas. Kolbeck, Cal Colonel, George Stahl, Paul Meisenholder. *Gray* - Bruno Sidor (233), Tony Marrocco, Pete Hubinak (222). *Goose* - Joseph Moore, Les Krenzer, Walter Hoehme, Cliff Hartnack (215). *Masters* - Vin Crevoiserat, Ted Dija, Ike Washington. *Great River Nite Owls* - Mike Leo, Frank Dimino, John Ventrano, Jerry Husty (221). *Outpost:* Frank Magri (232-203), Sal Gambitta (203), Bud Earhart (232).

Syosset Nite Owls - Marty Susa, Rich McKelvy, Tom Iovine. *Red* - Ben Monte (221), Mike Leogrande (202), Bob Nielsen (236). *Rocket* - John Rooks, Wayne Woodhams, Bob Robinson (217). *Trader* - Dick Connelly (202), Ken Smith (221), George Ketcham, Al Marhold (211). *Structural Test* - Mel Head (214), Dan McLaughlin, Frank Davies.

Take off. On November 29, Boeing Vertol's UTTAS helicopter prototype took to the air for the first time at Grumman's test facility at Calverton. The 42-minute flight went off without a hitch—and the crowd of spectators, which included Boeing Vertol President Howard Stuverude and Program Manager Chuck Ellis, couldn't have been more pleased. Grumman provided the telemetry, flight and shop support for the UTTAS program. (Photo by Ed Finnick)

Mountains of Korea. Two Panthers (above) from the carrier USS Boxer off the North Korean port of Wonsan, July 1951.

THE WAY IT WAS . . .

For Grumman, the jet-fighter age began 27 years ago, in November 1947, with the first flight of the XF9F-2 Panther.

The initial XF9F-1 design with four jet engines had been scrapped when the company became convinced that it was not a feasible design. At that time the only available engine with sufficient power for a single-engine fighter was the British Rolls-Royce Nene engine. Grumman, therefore, proposed the single engine XF9F-2 and prevailed upon the Navy not only to obtain Nene engines directly, but to have Pratt and Whitney undertake their manufacture. This, Pratt and Whitney did through license agreement with Rolls-Royce. Later, a second-source jet engine, the Allison J33 series was also used.

The success of the early F9F-2s led to continuation of the F9F series for 11 years, including production of the swept-wing F9F-6, the thinned swept-wing F9F-8 and the two-place F9F-8T, the first Navy transsonic jet-fighter trainer. Airplanes with the swept-wing configuration, F9F-6 and those that followed in the series, were named Cougars. The Panther-Cougar production totaled 3,370 airplanes.

Flying from the USS Valley Forge, F9F-2 Panthers entered the Korean War in July 1950 and became the first Navy jets ever used in combat. An F9F-2 shot down the first MIG-15 . . . powered, ironically enough, by the Russian-built Nene engine. In later occasional encounters with MIG-15s, Panthers established a kill ratio of 15-0. The deployment of Panthers by the Navy in the Korean War totaled 715 airplanes as compared to 69 McDonnell F2H-2s and 24 Douglas F3D-1/2 jet airplanes. The F9F-6 Cougars arrived in Korea too late to participate in the war, which ended on July 27, 1953.

By the war's end, the Panther had indelibly established its reputation as one of the great combat aircraft — a reputation recognized in the Panther's starring role in a number of Hollywood movies about the conflict, such as, "Men of the Fighting Lady" and "The Bridges at Toko-Ri."

The First Marine Aircraft Wing presented its own tribute, in the form of a special citation, to a Panther called "Willie Loves 2" which flew over 1000 combat hours.

From the perspective of 20 years later, the Panther is now considered a classic aircraft, not only for its outstanding performance in combat but also because it was the first Navy jet to see action in Korea, ushering in a whole new generation of jet fighters. The Panther's advent also marked the beginning of a whole new generation at Grumman — a generation that was to grow up with the jet aircraft they helped build.

GRUMMAN AEROSPACE CORPORATION
BETHPAGE, NEW YORK 11714

ADDRESS CORRECTION REQUESTED

BULK RATE
THIRD CLASS
PERMIT NO. 264
U.S. POSTAGE PAID
BETHPAGE, NEW YORK

NOTE: For change of address or cancellation please (1) cut out this label; (2) cross out old address; (3) write in correct address with Zip code; (4) return to Distribution Services, Dept. 320, Plant 1. By using this procedure, you will expedite any changes or cancellations.

Aviation space writers on tour

In their first visit to Grumman since 1951, members of the Aviation/Space Writers Association (AWA) got an extended look at Grumman's Calverton facility and received a briefing on the F-14 from Board Chairman Joe Gavin and Vice President Mike Pelehach, F-14 program director.

The November 19 visit was attended by over 75 persons comprising many of the top aerospace writers in the northeast, including representatives from radio stations WABC and WNEW and from Aviation Week, Kyodo News Service (Japan), Deutsche Press (Germany), the Associated Press, and numerous freelance writers.

Attendees first viewed Calverton static displays of the A-6E, EA-6B, E-2C and the F-14 with Grumman flight crews standing by to answer any questions the visitors might have.

The AWA contingent also got a look at the new and the old as they watched takeoffs of two F-14s and two TRAM-equipped A-6Es, featured as part of the scheduled events, and a landing and takeoff of a DC-3 which wasn't. The DC-3 was at Calverton not as part of the AWA event but to perform FAA route checks and testing of the ILS (Instrument Landing System) for the air field.

At a luncheon following a tour of aircraft production lines, Vice President Jack Rettaliata, director of Public Affairs for Grumman Corporation, introduced Gavin, who welcomed the visitors and outlined the F-14 program. Pelehach followed with a detailed briefing on the F-14's role as an air-superiority fighter. An extensive questioin-and-answer period with Gavin and Pelehach concluded the AWA day

Day at Calverton. Members of Aviation/Space Writers Association inspect F-14 at Calverton November 19. (Photo by Dick Sander)

List snow-closing information

In the event of severe snowstorms or other emergencies this winter, information concerning plant closings will be available by dialing either of two Grumman Aerospace telephone numbers or through spot announcements on local radio stations.

Personnel may call either LR 5-5111 in Bethpage or PA 7-1504 in Calverton, beginning at 5:00 a.m.

The radio stations carrying plant closing information will be:

WNBC	660	WTHE	1520
WHN	1050	WGBB	1240
WBAB	1440	WMCA	570
WOR	710	WABC	770

Other Long Island stations have fluctuating broadcast schedules and are therefore not listed.

To facilitate snow removal in parking areas, the Grumman Facilities Maintenance Department urges that automobiles parked beyond normal daytime working hours be left unlocked so that they can be moved if necessary. Valuables should be removed or locked in trunks.